

APPENDIX O

COMMUNITY PARTICIPATION AND
COMMENTS

This list contains community participants who participated in at least one of the public meetings and signed in for a mailing list. Few participant names were not included due to missing information.

Lillian Williams
Emerson Williams
Chi Mauuso
Bill Hanssen
Anne Renshaw
Allan Beach
Herb Reff
Jourdinia Brown
Douglas Stallworth
Rodger Brown
Paul Montague
Dwayne Toliver
James Rayford
Kamili Anderson
Frank Bucholtz
David and Tara
Fuss
Robert Gordon
Sarah Underwood
Robert Maudlin
Polly Harrison
Jim Whitney
Dick Timmons
Christopher Vaden
Carl Gamble
June Hanley
Judy Moy
Andrew Visser

Tom Whitehead
Jeff Baldwinsson
WJ Montweiler
L. Hernandez
Brian Blomquist
Jean Toth
Charles Wright
David Erion
Cheryl Fox
Gordon Hawk
Faith Wheeler
Jan and Jim Flack
Julia Clones
Allie Latimer
John Howe
Kemah Camara
James Jones
Winslow Tuttle
Philip Uhlman
Chris Fronboluti
Marc Speigal
Adam Vincent
Patricia Tyson
Wilbur Hadden
Maria Reff
Tracey Trabue

The following summarizes comments received from citizens throughout the study.

-----Original Message-----

From: Victor C. Murphy [<mailto:vmurphy@ifc.org>]

Sent: Tuesday, June 03, 2003 10:37 AM

To: damon.harvey@dc.gov

Subject: Military Road/Missouri Avenue Corridor

Dear Mr. Harvey: I was unable to attend the meeting on this issue that was held yesterday evening at the Chevy Chase Public Library, but I did want to advise you of my concerns regarding the traffic situation on Military Road. I live at 2706 Military Road, which is the first house on Military Road after Rock Creek Park. Given that Military Road is in a residential neighborhood, and that there is a school on the corner of Military Road and 27th Street (St John's), there are a number of matters of great concern (most of which I am sure you were alerted to at the meeting):

1. The level of heavy truck traffic is very high. It includes large cement trucks, overloaded garbage containers and moving vans in addition to the myriad of regular trucks. During most of the day, too, the level of traffic in general is much too high for a residential neighborhood with schools.
2. The speed of traffic is of great concern. The concern includes the general speeding of all traffic along my section of Military Road, with cars and trucks going well in excess of the 25 m.p.h. speed limit, especially at the rush hours when the timing of the lights changes to allow the traffic to flow at speed. Of greater concern is the speeding of truck traffic at non-rush hour times, especially early in the morning, when truck traffic travels at high speed down the hill from 27th Street towards Connecticut Avenue. In addition to the speed issue, of course, is the noise level that is generated, particularly by high speed trucks with empty containers as they charge and bump down the hill.
3. Traffic noise level is too high. In addition to the noise level from the early morning trucks, the high level of traffic in general during the day, a significant portion of which comprises trucks, causes a tremendous din. I wonder if any noise level readings have been taken in this area? -- I am sure that if they were, they would record very excessive noise levels.
4. The heavy traffic causes significant vibrations. The continuous flow of heavy traffic causes vibrations in the houses, some of them quite severe when heavy traffic passes. This traffic-induced vibration is almost certainly the cause of cracks in plaster that have appeared in our house.
5. The danger from the volume and speed of traffic is significant. Walking along the pavement of Military Road is not enjoyable since there is so much traffic whooshing by and getting close to the curb is fraught with danger as the traffic on the inside lane comes very close to the curb. There is great concern that if an accident were to occur along the street, and given the excessive speeds that are travelled, a car or truck might be forced onto the curb with disastrous results for anyone who was walking on the pavement, or significant damage to the properties along the road.
6. The quality of the air is impaired. With the high level of traffic, and the smoke and other emissions from the trucks using this section of Military Road, environmental concerns abound. Have any readings been taken in this area to measure air quality?

The remedies for these significant problems should include measures to discourage traffic from using this corridor, especially truck traffic, and forcing it to slow down. These could be achieved by narrowing

Military Road from at least 27th Street to Nebraska Avenue and putting in more traffic lights. A ban on any truck traffic above a certain level should also be considered.

We live in a great city and are fortunate enough to live in an especially nice part of it. Our enjoyment of it is impaired, however, by the many concerns generated by the excessive amount of traffic -- especially heavy truck traffic -- that uses Military Road. We look forward to the DOT taking appropriate steps to make this area safer for the community at large.

Please let me know if you have any questions.

Very truly yours,

Victor C. Murphy

-----Original Message-----

From: Cheryl Fox [<mailto:cher333@starpower.net>]

Sent: Tuesday, June 03, 2003 11:17 AM

To: ChevyChaseCommunityListserv@yahoogroups.com

Subject: [ChevyChase] Military Rd/Missouri Ave traffic study

I attended the Military Rd/Missouri Ave traffic study meeting held last night by the city. While the city officials and their consultant made clear that it was the very early stages of the process, and that no decision had been made, some of the subjects under consideration may raise concerns for the neighbors.

Mr. Damon Harvey of DDOT indicated that they are considering raising the speed limit from 25 mph on Military between Wisconsin and Connecticut. They are also considering widening some of the feeder streets (he would not say which ones). Also under consideration is eliminating the street parking on Military in order to "reduce accidents". The consultant says that parking increases the accident rate by 30%. This does not seem to take into account that street parking tends to reduce speeding and offer a buffer for pedestrians using the sidewalks.

If you would like to comment on these or other issues related to traffic on or near Military Rd, please write to damon.harvey@dc.gov or colleen.smith@dc.gov.

Cheryl Fox
3700 block of Military Rd.

Cheryl Fox
Principal
Cheryl A. Fox Associates
Housing and Urban Policy Solutions
Phone: 202-364-0884
Fax: 202-364-1421
Email: cher333@starpower.net

-----Original Message-----

From: Mary Jacoby [mailto:maryjacob@starpower.net]

Sent: Thursday, June 05, 2003 10:27 AM

To: damon.harvey@dc.gov

Subject: 42nd St. and Military NW

Mr. Harvey -

Please be aware that the intersection of Military Rd and 42nd St. NW is extremely dangerous. I regularly see spectacular car crashes there - cars totaled, airbags deployed, even a utility pole was once downed. Even more frightening is the heavy pedestrian traffic at that corner, including mothers pushing strollers, as people head to the Metro and Friendship Heights shopping.

Faster speeds on Military between Wisconsin and Connecticut will endanger lives. In fact, that intersection needs a four-way stop sign, but it sounds like your goal is to make it more convenient for commuters and more dangerous for pedestrians and others who live and pay taxes in the neighborhood.

Please take some time to stroll personally through that intersection sometime, and watch the cars illegally make left turns or go straight. Watch the near misses, view the shattered glass that's always on the ground. I'm sure you can access the accident information from DC police. I hope you are taking this into account in your traffic study.

Sincerely,

Mary Jacoby
4115 Military Rd. NW

-----Original Message-----

From: Cris Fromboluti [mailto:cris.fromboluti@hok.com]

Sent: Monday, June 09, 2003 5:06 PM

To: Harvey, Damon (DDOT)

Subject: Military Road Transportation Study

Damon:

I wanted communicate some ideas on Military Road which you could consider for the study.

1. On the two Military Road blocks between Connecticut Avenue and 41st Street, consider switching the parking from the south side where it currently is to the north side. There are many more driveways on the south side and 38th Street enters from this side. Moving parking to the north side would allow more parking spaces and eliminate the dangerous blind spots when entering Military Road from the driveways and from 38th Street.

2. There is considerable cut through traffic on 38th Street. Commuters use 38th from Reno to Military Road to bypass Connecticut avenue and the signal at Reno Road/Military Road. One solution would be to make the block of 38th Street between Military and Kanawha one way southbound. Another solution

would be to put traffic calming measures on 38th Street. Another option is to add 4 way stop signs at 38th/Kanawha and 38th/Jocelyn.

Thank you for your interest in this very important project.

Cris Fromboluti
ANC 3G07

-----Original Message-----

From: D Diggs [<mailto:teddave95@yahoo.com>]
Sent: Tuesday, June 10, 2003 8:37 PM
To: Colleen.Smith@dc.gov; Bird, Melissa
Subject: Military Road

Dear Ms. Smith and Ms. Bird,

I am a Chevy Chase DC neighbor--have lived here a number of years as a child, again as a young adult and now as a mother of a three year old. I have a few points I would like to raise for your consideration.

1. Contrary to what was cited in the NW Current by the contractors, there certainly seem to be many pedestrians who use the intersection of Reno and Military and (what I believe is) 41st Street. Many Metro commuters use that route to go to the metro and many of us who are around the neighborhood use that route to walk to errands, visit the playground or friends and family. I, therefore, think that traffic lights, keeping a pattern that allows pedestrians to cross the streets safely, is a better choice than a roundabout.
2. At the corner of Chevy Chase Parkway and Military Road, a driver approaching Military along Ch Ch Pkwy from the south has a dangerously limited view of the oncoming (especially the eastbound) traffic on Military Road. This is mostly because parking spots are allowed so close to that corner on the eastbound side of Military that the vision of the northbound driver is obstructed.
3. Anything that could be done to tone down the speed or the risks that drivers take as they come southbound on Connecticut and whip around the corner, turning left onto Military to head east would be appreciated. My daughter (in a stroller) and I were nearly hit there a few months back. Though I am experienced as a city pedestrian, I approach that intersection with trepidation because of the speed with which drivers take that corner--they often seem to be trying to beat the green light for the northbound Connecticut Avenue traffic.

Please feel free to contact me if it seems helpful.

Thank you both for your time and efforts.

Sincerely, Teddi Ann Galligan

> -----Original Message-----

> From: Sebastian, Jim (DDOT)
> Sent: Friday, August 15, 2003 3:34 PM
> To: Harvey, Damon (DDOT)
> Subject: trail along military road

>

> damon - here's a comment for the Military Road Study.

>

> Please consider the construction of a sidewalk/trail from 14th Street
> to 27th Street. There is a sidewalk on the bridge over Rock Creek,
> but it does not connect to anything. It might be difficult and
> expensive, but should be considered in any study.

>

>

> thanks,
> jim

>

> James R. Sebastian
> Bicycle Program Manager
> District Department of Transportation
> 2000 14th Street, NW
> 7th Floor
> Washington, DC 20009

>

> Phone: 202 671 2331
> Fax: 202 671 0617
> Mobile: 202 409 9197
> Email: jim.sebastian@dc.gov
> www.ddot.dc.gov

-----Original Message-----

From: Barry Greenfield [mailto:bgreenfield@complianceweek.com]

Sent: Saturday, September 13, 2003 12:35 PM

To: colleen.smith@dc.gov

Cc: lucy.eldridge@verizon.net; chapmantodd@yahoo.com; amyhoangdc3e02@aol.com

Subject: Military Road Traffic

Colleen,

Thanks for returning my call last week, I'm glad we were able to catch up. I made a brief presentation to my ANC (3e) on Thursday night about some of the issues in the Military Rd (western to Conn ave) area where I live. I handed out petitions a couple of months ago to local residents and received many written comments in addition to signatures.

Essentially the petition (I've attached a copy) outlined how the increase of commercial and passenger vehicle traffic is reducing the safety and quality of life in our neighborhood. Pollution (both noise and emissions) and high speeds are the two biggest culprits. Everyone I have spoken to about this situation wonders why Military allows commercial vehicles, but Reno and other neighboring roads do not, especially when the population density on Military is even higher. I am often woken up between midnite

and 6am by 18-wheelers and other types of trucks. During the day time (I work from home) I often have to put calls on hold due to Dump trucks shifting speeds and passenger cars who crank their radios while sitting at stop lights.

The reality is that trucks and passenger cars are using Military for something it was not meant to be - a highway between Silver Spring and Friendship Heights. When we purchased our house here 2 ½ years ago, we chose to do so because we wanted to live in an urban area where we could walk to amenities, but also not be downtown where parking is impossible and traffic density reduces the quality of life. Additionally, if we had wanted to live on a four lane road such East West Highway, River Rd., Wisconsin or Connecticut Ave, we could've chosen to do so. Instead, we chose to live on Military, which has only two lanes and a very residential feel.

Residents here are extremely agitated over the thought of appeasing suburban commuters and commercial vehicles at the cost of our quality of life. It is our opinion that the city should be looking out for the resident's and city's best interests.

The overarching issue here is that people who live and have business outside the District are looking for the easiest possible way to avoid traffic when entering the city. This will never end and only get worse (it's a national problem for metro areas). There are not enough roads to accommodate all the vehicles and there never will be. Instead, the city should do its best to push the suburban population to use PUBLIC transportation, which benefits everyone (less noise and emission pollution everywhere). There should be a penalty for driving your vehicle into the city, and there is - traffic. And we should increase this penalty by reducing access to roads that DC residents live on. Ultimately, people will realize they should LIVE in the district, not just work in it. Then, the tax base will increase and our poor schools (among noteworthy financially strapped services) will have more money and produce better students.

Please take a couple of hours out of your day sometime during the week and spend it with a few of us residents (on my block of 10 row houses, half of the people work from home) to see what we deal with every day.

One final note: According to two different parties, I have been told that Military is a state road and that is why we will have little say in what occurs. I'm not sure how that is possible as DC is not a state. Maybe you could shed some light on that subject.

Thanks for the open ear,

Barry Greenfield
4114 Military Rd.
Washington, DC 20015
202 966 9393
barry@the-greenfields.com

-----Original Message-----

From: PatriciaTysnnn@aol.com [mailto:PatriciaTysnnn@aol.com]

Sent: Thursday, September 18, 2003 1:06 AM

To: damon.harvey@dc.gov

Subject: Comments from the Military Road School Preservation Trust

Hi, Mr. Harvey:

I am e-mailing our comments to you per our phone conversation. However, tomorrow I shall mail them with the photo referred to. Thank you.

Letter.....

September 17, 2003

Mr. Damon Harvey
District Department of Transportation
2000 14th Street, N.W.
Washington, D.C. 20009

Dear Mr. Harvey:

I am writing on behalf of the Board and members of the Military Road School Preservation Trust to provide for the record a recap of the comments I provided in our telephone conversation yesterday.

- **Need to Accommodate Parked or Standing Tour Vehicles**

We are asking the Department of Transportation (DC/DOT) to seriously consider accessibility for tour vehicles (cars, limousines, buses) to the historic sites in the Brightwood area. Tour vehicles in the area of the Military Road School presently have no place to stand or park.

As you know, the Military Road School has just been listed in the National Register of Historic Places. The School was founded in an army barracks by African-Americans associated with Ft. Stevens and is considered an important site in the history of African-Americans and of Ft. Stevens. The School is part of a small cultural landscape that includes the archeological site of the original barracks school house, the adjacent historic Lightfoot House, a portion of Ft. Stevens land owned by the National Park Service, and the historic Rock Creek Ford Road. Accordingly, this enclave is one of several sites in the area that is regularly on Civil War or African-American history tours.

I was recently on two such tours. The first was the Cultural TourismDC tour en route to the summer home of President Lincoln. The first stop on the tour was Ft. Stevens/Emory United Methodist Church/Military Road School. The second tour was of the Civil War forts in D.C. This was in connection with an evaluation of the National Park Service's proposed plans for the management, restoration, and preservation of the Fort Circle Parks—the Civil War forts of Washington, Maryland, and Virginia. In both cases the tour bus stopped in front of the Military Road School for several minutes. Since the parking lane was full, the bus had to obstruct traffic while the tour guide spoke about the significance of the site. Accommodations need to be made for tour vehicles so that they won't need to obstruct traffic.

- **Need to Restore the Historic Appearance of the Military Road School**

In our conversation yesterday, I also mentioned that the physical appearance of the School and its grounds were insensitively altered when Missouri Avenue was widened in the 1960s. The land in front of the School, now covered by three of the current six lanes

of traffic on Missouri Avenue, was previously part of the building's front lawn. Thus, the Preservation Trust requests that DC/DOT consider taking this opportunity to restore at least the width of one lane of traffic to the School's front lawn so that the front steps and walkway can be restored to their original appearance, as pictured in the enclosed 1953 view. If this cannot be done without removing a lane of parking, we request that a comparable number of residential parking places be created nearby and that any parking and standing accommodations for tour vehicles provide a clear view of the cultural enclave that includes the School, the Lightfoot House, the Ft. Stevens land, and the Rock Creek Ford Road.

- **Restoration of The Rock Creek Ford Road**

The Preservation Trust commends DC/DOT for its plans to restore this important historic thoroughfare.

We regret that we were not able to transmit these comments to you before your meeting with Brightwood residents last week. Last night's meeting on Military Road West and the suggestions for making the Road more neighborhood safe and friendly were excellent. I am sorry I did not have the opportunity to hear what the residents of Missouri Avenue had to say.

This brings me to my final request. Could you please place the Military Road School Preservation Trust on your mailing list? Our mailing address is The Military Road School Preservation Trust, PO Box 56425, Washington, DC 20040-6425. As the Corresponding Secretary, I am the contact person for the organization, and can be reached on 301-588-1475 or at PatriciaTysnnn@aol.com. Finally, I invite you to visit our website at www.militaryroadschoolalumniassociation.org. While it reflects our former name, the site will provide you with basic information about our mission and accomplishments while our new website is being developed.

We are sending by mail, for your information and comment, our proposal for the preservation and use of the Military Road School and its surrounding cultural landscape. Thank you for your time and consideration. I enjoyed speaking with you yesterday and look forward to discussing these issues with you again. In the meantime, please call me if you have any questions or need further information or documentation about the Military Road School and its related historic sites.

Sincerely,

Patricia A. Tyson
Corresponding Secretary

cc: Director, National Capitol Region
Historian, National Capitol Region
Superintendent, Rock Creek Park
Director, National Park Trust
Director, Cultural Tourism DC

-----Original Message-----

From: Helen Zitomer [mailto:helen_zitomer@fanniemae.com]

Sent: Thursday, September 25, 2003 5:32 PM

To: Sebastian Jim (DDOT)

Cc: Harvey Damon (DDOT)

Subject: Re: Military Road studies

Thanks, Jim -

Critical to keeping 41st Street open to bikes at the Military/Reno Rd. intersection is the traffic light - without a signal, northbound cyclists on 41st st. will have a horrible time crossing Military and turning left to stay on 41st. (this path is specifically accommodated by the current signals). As I understand it, the motivation for closing off 41st street (or making the segment between Military and Jennifer southbound only) is to skip that part of the signal sequence so that waiting time is reduced on the other streets. Please let me know if that is not the case.

I can see the headlines now: "Motorists on Military and Reno Roads continue to

wait through a long light so bicyclists can have their way". Maybe we need to be proactive and suggest another solution.

"Sebastian, Jim (DDOT)" wrote:

Thanks for your email. I've forwarded your comments to the DDOT project manager (Damon Harvey). I did have some input earlier in the study, but this one got a little ahead of me. You're right, there is very little mention of bikes in the study.

I don't think we can accommodate basic cyclists on military. Some of the improvements should help crossing the road. I suggested constructing a trail adjacent to military across Rock Creek Park. Difficult and expensive, but worth exploring.

As for 41st street, it is a bike route on the ADC map. If it is closed, we could keep it open for bikes and peds.

-jim

James R. Sebastian
Bicycle Program Manager
District Department of Transportation
2000 14th Street, NW
7th Floor
Washington, DC 20009

Phone: 202 671 2331
Fax: 202 671 0617
Mobile: 202 409 9197
Email: jim.sebastian@dc.gov
www.ddot.dc.gov

-----Original Message-----

> From: Helen Zitomer [mailto:helen_zitomer@fanniemae.com]

Sent: Thursday, September 25, 2003 12:22 PM
To: jim.sebastian@dc.gov
Cc: ellen@waba.org
Subject: Military Road studies

Hello Jim,

The Sept 24 issue of the Northwest Current reported preliminary results of traffic studies conducted along Military Road and in particular, the 5/6 point intersection of Military at Reno Road and 41st street.

According to the Current, among the (numerous) alternatives presented for this intersection are: 1. CLOSING 41st street to simplify the geometry of the intersection 2. Making 41st street southbound-only between Military and Jennifer.

There was no mention of the impact to bicyclists (surprise!) - although 41st street is an important cycling route and alternative to the VERY unfriendly Reno road.

Is there a process to ensure that bicycling interests will be considered before any changes are decided upon?

P.S. Further east on Military Road, there is a proposal to reconfigure the 4 - 9' lanes into 3 - 12' lanes, one being a center turning lane. The on-street parking will be eliminated. This should probably be looked at too. (It actually sounds like it might improve bike access). Could bike lanes be part of this reconfiguration?

thanks
Helen Zitomer

ANC 3/4G PROPOSAL FOR MILITARY ROAD

Military Road has been the subject of numerous public meetings and Mayoral summits over the past decade that addressed the dangerous conditions along this east-west thoroughfare.

ANC 3/4G has long insisted that Military Road safety be improved. The ANC recommended, in part, that the Mayor, City Council, D-DOT, DPW and/or MPD ...

- Impose a truck weight restriction for Military Road (to 1&1/4 tons);
- Limit dirt hauling, cement, wide-load and trailer trucks using Military Road;
- Enforce truck cover and truck weight restrictions;
- Resynchronize traffic lights to keep vehicles to posted speed limit;
- Allow time for safer access to Military Road from side-streets;
- Install speed/photo red light cameras on Military Road at 27th Street, 30th Street and Nevada Avenue;
- Restrict traffic lanes to one lane each way with a permanent left turn and one lane for residential parking between Oregon and Nebraska Avenue.

Other issues of concern to Military Road residents include pedestrian safety, excessive vehicular noise, vibrations of homes, pollution and risk of property damage from out-of-control vehicles.

With mega-construction soon to start in Friendship Heights, Military Road restrictions must be imposed to control the burgeoning traffic flow, safeguard abutting residential property and protect pedestrians and motorists.

6/2/03



COUNCIL OF THE DISTRICT OF COLUMBIA
WASHINGTON, D.C. 20004

September 23, 2003

Dan Tangherlini, Director
District Department of Transportation
2000 14th Street, NW
Washington, DC 20009

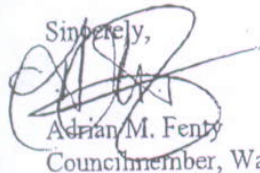
Dear Mr. Tangherlini:

By copy of this letter, I am bringing to your attention some concerns related to the Military Road-Missouri Avenue Transportation Study:

- In some areas, such as Missouri Avenue from 14th Street east, the recommendations focus on making traffic flow better with relatively little regard for decreasing the speed of traffic, which is the main concern I hear from my residents. However, the recommendations for Military between Nebraska and 27th (especially the reduction from two lanes in each direction to one, with a dedicated left turn lane in the center) appear designed to slow traffic and improve its flow. Please advise whether DDOT considered extending this proposal for all or part of Missouri Avenue.
- The recommendations seem not to address fully the problem of cars speeding in either direction along Military Road through Rock Creek Park and then maintaining that speed beyond 14th Street or Oregon Avenue.
- I am not supportive of any plan for the intersection of Georgia and Missouri Avenues that would divert additional traffic to 13th Street, including the proposed extension of the raised median on Missouri that would prevent left turns from westbound Missouri Avenue onto Colorado Avenue.
- Finally, I would like to emphasize my constituents' desire for a traffic signal at 9th Street and Missouri Avenue.

I look forward to your agency's response.

Sincerely,



Adrian M. Fenty
Councilmember, Ward 4

cc: Damon Harvey, Ward 4 Traffic Coordinator
Ward 4 Advisory Neighborhood Commissions